

**Amendments to the Drawings:**

The attached sheet of drawings includes changes to Figs. 1 and 2. These sheets, which include Figs. 1-2, replace the original sheets including Figs. 1 and 2. The Figures are amended to include labels for the blocks of the block diagrams.

Attachment: Replacement Sheet

### **REMARKS/ARGUMENTS**

Claims 1-6 are pending in this application, with claims 1 and 6 being the only independent claims. Reconsideration of the above-identified application, as herein amended and in view of the following remarks, is respectfully requested.

The drawings are objected to because the boxes in the block diagrams are not labeled. Figs. 1 and 2 are amended to include labels. Accordingly, the objection to the drawings should now be withdrawn.

Claims 1, 3-4, and 6 stand rejected under 35 U.S.C. §102(b) as anticipated by U.S. Patent No. 6,144,112 (Gilmore).

The present invention is directed to an apparatus providing drive-off prevention security for a motor vehicle by blocking one of the sub-functions of the engine. Fig. 1 discloses tank electronics 34 are arranged on the fuel pump 32. According to an embodiment of the invention, the tank electronics are blocked to inhibit the fuel supply if it is determined that there is an unauthorized drive-off. More specifically, the tank electronics allow the fuel pump to operate upon an attempted start of the motor vehicle (see step 106 in Fig. 3; page 7, lines 14-21 in the application as originally filed). A code is then transmitted to the tank electronics such as through a reprogrammable key, a code introduced by hand, or combination thereof (see page 7, line 21 to page 8, line 1). If the code word is wrong or not received, the fuel pump will be shut down after a preset time (see page 8, lines 1-3). Accordingly, the code word is checked after the pump is activated.

Independent claim 1 is amended to recite “an on-off control circuit pertaining to and controlling a fuel pump arrangement functionality means, said on-off control circuit being configured to start the fuel pump arrangement at an attempted starting of the motor vehicle and

being triggered to switch off the fuel pump after the attempted starting when said detection circuit detects that the attempted starting was unauthorized”.

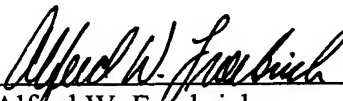
Gilmore fails to teach the above limitations because Gilmore does not start the fuel pump at an attempted starting of the motor vehicle and then switch off the fuel pump upon detection of an unauthorized attempt to start. Gilmore discloses an apparatus and method for immobilizing and enabling operation of a fuel pump. When the vehicle key is turned to start the engine, power is supplied to the pump control unit 16 of the fuel pump 18 (see col. 5, lines 22-25). The pump control unit then waits to receive a key status signal (col. 5, lines 25-28). If no key status is received, the pump control unit shuts down until the next start. If the key status signal is received, the pump control unit is only enabled after a challenge code issued by the pump control unit is correctly answered by the vehicle security controller (see col. 5, lines 37 to col. 6, lines 17). This is the pump is not started until a check for an unauthorized start is completed. Accordingly, Gilmore fails to teach that the pump is started immediately at the attempted start. Rather, Gilmore presents a delay which is avoided by the presently claimed invention. Accordingly, Gilmore fails to teach or suggest “said on-off control circuit being configured to start the fuel pump arrangement at an attempted starting of the motor vehicle and being triggered to switch off the fuel pump after the attempted starting when said detection circuit detects that the attempted starting was unauthorized”, as expressly recited in independent claim 1.

Independent claim 6 includes similar limitations to claim 1 and is allowable for at least the same reasons as is independent claim 1.

Dependent claims 2-5 are allowable for the same reasons as is independent claim 1, as well as for the additional recitations contained therein.

It is believed that no fees or charges are required at this time in connection with the present application. However, if any fees or charges are required at this time, they may be charged to our Patent and Trademark Office Deposit Account No. 03-2412.

Respectfully submitted,  
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